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Making Conservation a California Way of Life

October 16, 2025

Renee Moilanen, Director of Environmental Planning
Port of Long Beach
415 W. Ocean Blvd.
Long Beach, CA 90802

RE: Pier B On-Dock Rail Support Facility – Draft Supplemental Environmental Impact Report (DSEIR)
SCH #2009081079
GTS #07-LA-2016-04895
Vic. LA 1 PM 8.35
Vic. LA 47 PM 2.30
Vic. LA 103 PM 1.00
Vic. LA 710 PM 6.38, R5.51L, R5.29L

Dear Renee Moilanen,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. Project Description: The proposed Project modifications involve expansion of the previous project area in several discreet locations and consists of the following project elements:

- D52-D54 Transit Shed Modifications. Demolition of a portion of the D52-D54 Transit Shed to accommodate realignment of Pico Avenue and site reconfigurations on the west side of existing Pico Avenue.
- 12th Street Sewer Line Installation. Extension of a 36-inch-diameter sewer along W 12th Street between Harbor Avenue and Fashion Avenue.
- Control Point Foote Wye Track. Relocation of the Control Point (CP) Foote Wye to be compatible with the revised mainline track configurations in the CP Crucero area, including the relocation, removal and/or protection-in-place of water, gas, storm drain, electrical, communication, and oil utilities to accommodate the relocated rail tracks.
- West Water Street Utility Connections. Sewer and water line construction to serve the new compressed air building.
- Street Vacations/Closures. Grant Street and Southern Pacific Drive, within the City of Los Angeles, require closure to accommodate track realignment work.

- Dominguez Channel Rail Bridge Contractor Area. Temporary construction area needed for laydown and activities related to the construction of the security wall under the existing and widened Dominguez Channel Bridge.

After reviewing the DSEIR, Caltrans has the following comments:

Due to the nature of the project, it is inherently woven into the larger transportation network with many involved and adjacent rights-of-way (ROW). As such, please be aware of the following: Any project work occurring within, or abutting Caltrans ROW will require an encroachment permit, and all concerns and requirements must be addressed. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.

If evidence of the above is discovered during the Lead Agency's review of the project's various permit and design approvals, a condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits.

Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed.

Caltrans District 7 Office of Permits contact information:
Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012
Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday
Phone: 213-897-3631 | Fax: 213-897-0420
E-mail: D7.Permits@dot.ca.gov

Please note: There are three nearby, concurrent projects to be aware of.

1. A project proposing the realignment of the SR 710 ramps at Pico Ave: EA 1A190.
2. The Vincent Thomas Bridge (VTB) Deck Replacement Project is proposed to be in construction by October 2025 and completed by March 2027: EA 39020.
3. The 9th and 10th Street Structure Removal project: EA 39930.

If this project's scope or construction schedule overlaps with any of these projects, additional analysis and coordination with Caltrans will be required. If any significant impacts are found, mitigation measures will need to be implemented.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. Although the Project may not generate significant long-term operational impacts to State facilities, construction would temporarily disrupt transportation and circulation patterns along the haul routes. The volume of trucks would create noise and safety impacts on the freeway. The primary impacts from the movement of trucks would include short-term and intermittent lessening of roadway capacities and temporary lane closures and possible detours during certain times. As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2016-04895.

Sincerely,

Miya Edmonson

Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse